# SALT LAKE CITY
## LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

### AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

### ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

### AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — NO SVFR — Location Identifier — ICAO Location Indicator — Runways with Right Traffic Patterns (public use) — RP* Special conditions exist - see A/FD — CT - 118.3 * ATIS 123.8 — 285 L 72 122.95 — VFR Advsy 125.0 — AOE - Airport of Entry — UNICOM — FAR 91 — shown outside contiguous U.S.

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
* - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Airport/Facility Directory.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

### AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface
Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV Routes are indicated by center line — RNAV waypoint and name
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and MOA - Military Operations Area
Special Airport Traffic Areas (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route

### COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 382 — OAK — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD.
Underline indicates no voice on frequency
Crosshatch indicates Shutdown status.
* Operates less than continuous or On-Request.
ASOS/AWOS — HIWAS — TWEB — R - Receive only
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.
FSS radio providing voice communication — MIAMI

### RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — Other facilities, i.e., FSS Outlet, RCO, etc. — Non-Directional Radiobeacon (NDB) — NDB - DME

### OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL — Group Obstruction — Obstruction with high-intensity lights May operate part-time.
2049 — Elevation of the top above mean sea level
(1149) — Height above ground
UC — Under construction or reported; position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

### TOPOGRAPHIC INFORMATION

Roads & Road Markers — Railroad — Power Transmission Line — Aerial Cable — Landmark Feature - stadium, factory, school, golf course, etc. — Outdoor Theater — Lookout Tower 7117 (Elevation Base of Tower) — Coast Guard Station — Race Track — Tank - water, oil or gas — Oil Well — Water Well — Mine or Quarry — Mountain Pass 11823 (Elevation of Pass) — Perennial Lake — Non-Perennial Lake — Bridges and Viaducts — Dams

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

### MISCELLANEOUS

1°E — Isogonic Line (2005 VALUE)
Ultralight Activity — Flashing Light — Hang Glider Activity — Marine Light — Glider Operations — Parachute Jumping Area (See Airport/Facility Directory.)
VPXYZ — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet ...... 12⁵

# SALT LAKE CITY
## SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

83RD EDITION EFFECTIVE 0901Z 8 APR 2010 TO 0901Z 21 OCT 2010

Includes airspace amendments effective 8 APR 2010 and all other aeronautical data received by 11 FEB 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY. Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 13804 feet located at 43°11'N-109°39'W

Spot elevation ........ • 4254
Approximate elevation ........ x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

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EFF. DATE 10098

### CONTROL TOWER FREQUENCIES ON SALT LAKE CITY SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available
"MON-FRI" indicates Monday through Friday

| CONTROL TOWER | OPERATES | TWR FREQ | GND CON | ATIS | ASR/PAR |
|---|---|---|---|---|---|
| BOISE/GOWEN | CONTINUOUS | 118.1 257.8 | 121.7 348.6 | 123.9 290.4 | |
| FRIEDMAN MEML | 0700-2300 | 125.6 | 121.7 | 128.225 | |
| HILL AFB | CONTINUOUS | 127.15 263.15 | 121.6 275.8 | 134.925 397.9 | |
| IDAHO FALLS RGNL | 0700-2000 | 118.5 257.8 | 121.7 | 135.325 | |
| JACKSON HOLE | 0700-2100 | 118.075 | 124.55 | 120.625 | |
| JOSLIN MAGIC VALLEY RGNL | 0600-2100 | 118.2 317.5 | 121.7 | | |
| MOUNTAIN HOME AFB | 0700-2400 MON-THU 0700-1800 FRI CLSD SAT-SUN & HOL | 133.85 253.5 | 120.5 275.8 | 273.5 | |
| OGDEN-HINCKLEY | 0700-2000 | 118.7 253.5 | 121.7 | 125.55 | |
| POCATELLO RGNL | 0600-2200 | 119.1 257.8 | 121.9 | 135.625 | |
| PROVO | 0700-2100 | 125.3 | 119.4 | 135.175 | |
| SALT LAKE CITY INTL | CONTINUOUS | 118.3 257.8 (RWYS 17/35 & 14/32) 119.05 257.8 (RWY 16L/34R) 132.65 336.4 (RWY 16R/34L) | 121.9 348.6 (RWYS 17/35 & 14/32) 133.65 348.6 (RWYS 16R/34L & 16L/34R) | 124.75 125.625 | |

### CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| SALT LAKE CITY CLASS B | 121.1 319.25 (N OF 41° LAT) 120.9 257.2 (S OF 41° LAT) | CONTINUOUS |
| BOISE CLASS C | 126.9 351.85 (N) 119.6 269.4 (S) | CONTINUOUS |
| MOUNTAIN HOME AFB RADAR | 124.8 259.1 | 0700-2400 MON-THU 0700-1800 FRI CLSD SAT-SUN & HOL |

### SPECIAL USE AIRSPACE ON SALT LAKE CITY SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

#### U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

| NUMBER | ALTITUDE | TIME OF USE | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| R-3202 LOW | TO BUT NOT INCL FL 180 | 0730-2200 MON-FRI† | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E,S) |
| R-3203 A | TO 15,000 | BY NOTAM 24 HRS IN ADVN | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E,S) |
| R-3203 B | 15,000 TO 22,000 | BY NOTAM 24 HRS IN ADVN | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E,S) |
| R-3203 C | TO 6000 | BY NOTAM 24 HRS IN ADVN | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E,S) |
| R-3203 D | TO 22,000 | BY NOTAM 24 HRS IN ADVN | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E,S) |
| R-3204 A | TO 100 AGL | 0730-2200 MON-FRI† | SALT LAKE CITY CNTR | 118.05 363.0 |
| R-3204 B | 100 AGL TO BUT NOT INCL FL 180 | 0730-2200 MON-FRI† | SALT LAKE CITY CNTR | 118.05 363.0 |
| R-6402 A | TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6402 B | 100 AGL TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6403 | TO 9000 | 0800-2000 MON-THU | NO A/G | |
| R-6404 A | TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6404 B | TO 13,000 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6404 C | 100 AGL TO FL 280 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6404 D | 13,000 TO FL 250 | BY NOTAM | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6405 | 100 AGL TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 (N) 133.45 317.625 (S) |
| R-6406 A | TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6406 B | 100 AGL TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6407 | TO FL 580 | CONTINUOUS | SALT LAKE CITY CNTR | 128.55 269.175 |
| R-6412 A, C | TO 9000 | BY NOTAM | SALT LAKE CITY TRACON | |
| R-6412 B, D | 9000 TO 10,000 | BY NOTAM | SALT LAKE CITY TRACON | |

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| AUSTIN 1 | 500 AGL | 0800-2100 MON-FRI | OAKLAND CNTR SALT LAKE CITY CNTR | 128.8 285.5 122.25 336.35 |
| GANDY | 100 AGL | 0500-2000 MON-SAT | SALT LAKE CITY CNTR | 128.55 380.05 (N,E) 133.45 317.625 (S) 122.25 336.35 (W) |
| JARBIDGE | 100 AGL | 0730-2200 MON-FRI | SALT LAKE CITY CNTR | 118.05 363.0 (N,E) 122.25 336.35 (W) 128.05 387.15 (W) |
| LUCIN A | 100 AGL TO 9000 | 0500-2000 MON-SAT | SALT LAKE CITY CNTR | 128.55 380.05 (N,E,S) 122.25 336.35 (W) |
| LUCIN B | 100 AGL TO 7500 | 0500-2000 MON-SAT | SALT LAKE CITY CNTR | 128.55 380.05 (N,E,S) 122.25 336.35 (W) |
| LUCIN C | 100 AGL TO 6500 | 0500-2000 MON-SAT | SALT LAKE CITY CNTR | 128.55 380.05 (N,E,S) 122.25 336.35 (W) |
| OWYHEE | 100 AGL | 0730-2200 MON-FRI | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E) 122.25 336.35 (W) |
| PARADISE EAST | 14,500 | 0730-2200 MON-FRI | SALT LAKE CITY CNTR | 128.05 387.15 (N,W) 118.05 363.0 (E) 122.25 336.35 (W) |
| SEVIER B | 100 AGL TO 9500 | 0500-2000 MON-SAT | SALT LAKE CITY CNTR | 128.55 269.175 (N) 127.625 284.675 (E) 133.45 317.625 (W) |
| SEVIER D | 9500 | BY NOTAM 4 HRS IN ADVN | SALT LAKE CITY CNTR | 128.55 269.175 (N) 127.625 284.675 (E) 133.45 317.625 (W) |

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

**Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.**

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using the chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC-4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE
There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.
STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)
STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).
STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on an edge of the paper where it meets that point.
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.
STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)
STEP 6 - Take the sheet of paper with MARK A on it and align the flap or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).
STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.
STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

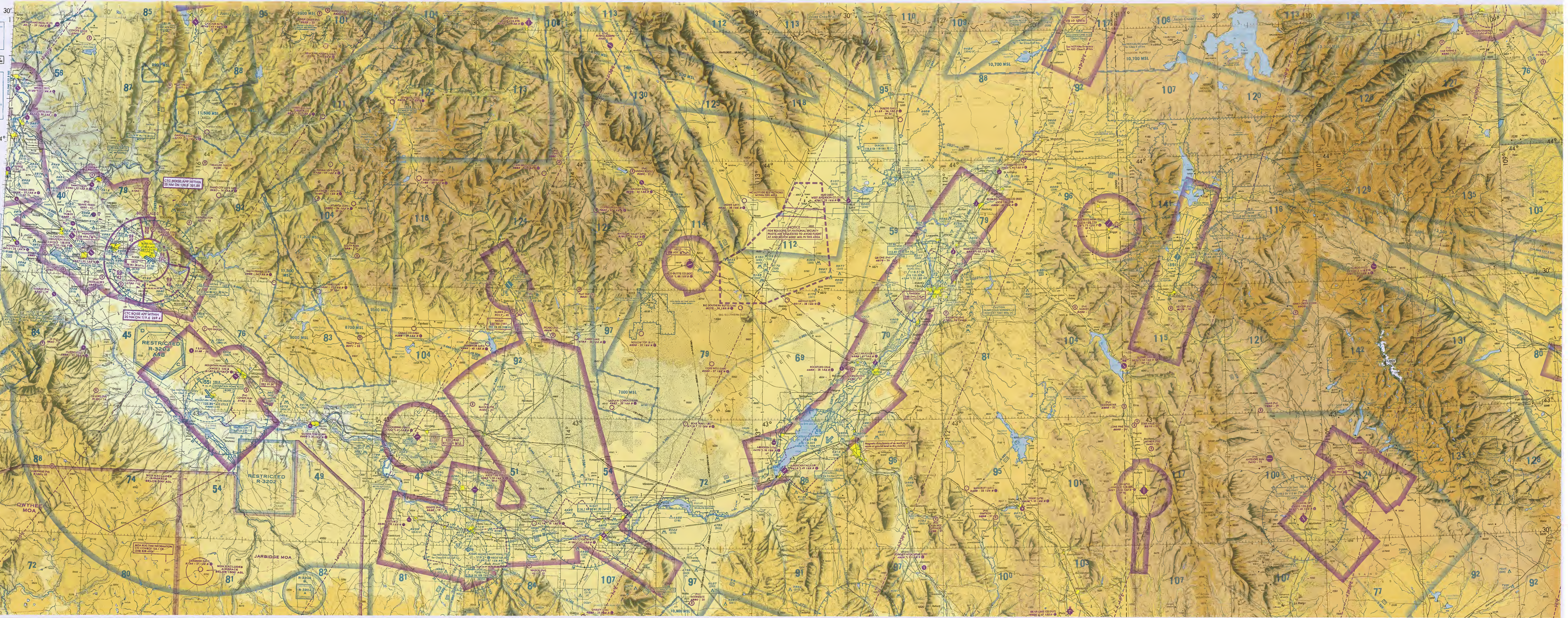
Figure 1 — Figure 2 — Figure 3 (NORTH SIDE, SOUTH SIDE, Sheet of paper, MATCH LINE, Overlap area, POINT A, POINT B, MARK A, MARK C, LINE B, LINE B (transferred), MARK C (transferred), same latitude)

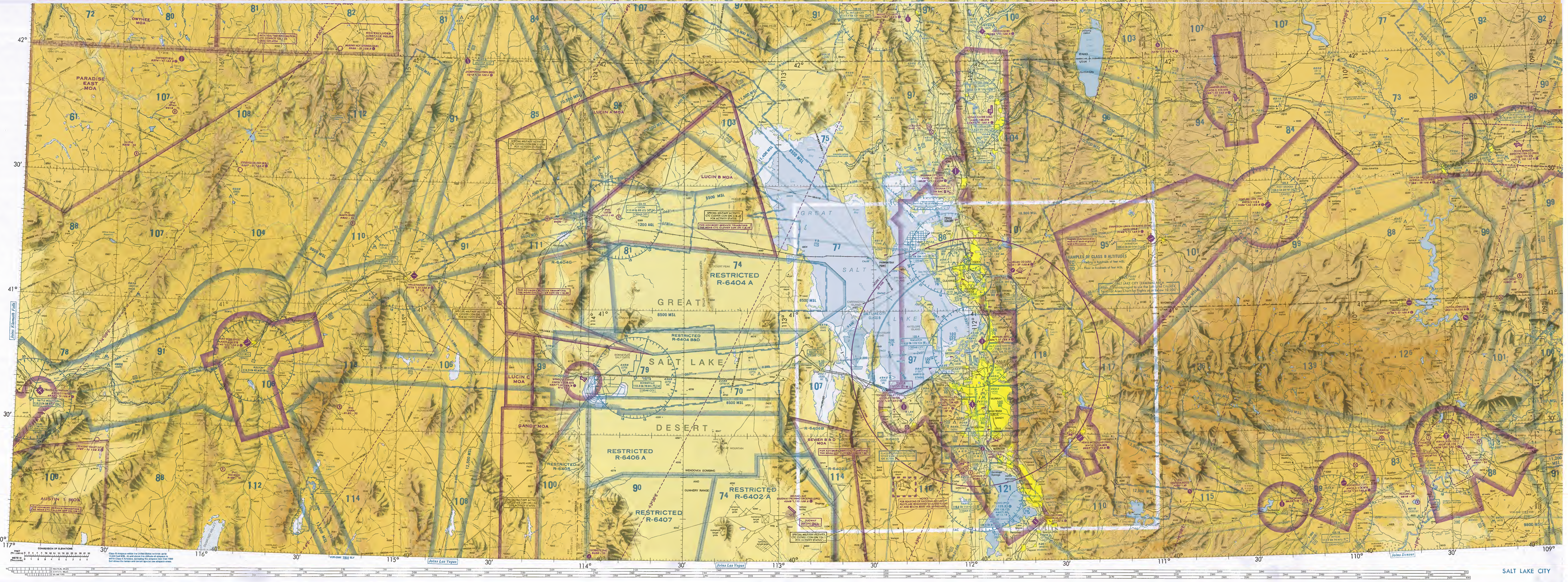
**CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.**

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.





CONVERSION OF ELEVATIONS

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NAUTICAL MILES — STATUTE MILES — KILOMETERS